

77th District #2 Integrating Committee Meeting Minutes
March 17, 2000 – 8:00 a.m.
Nathanael Greene Lodge
6394 Wesselman Road
Cincinnati, OH 45248

Mr. Brayshaw, Chairman of the Integrating Committee, called the meeting to order at 8:06 a.m.

Board Members Present: Chairman-William Brayshaw, Mayor Dan Brooks, Mr. John Deatruck, Mr. Pete Heile, Mr. Dick Huddleston, Mr. Richard Mendes, Mayor Dave Savage, Mr. Bill Seitz, and Mr. Joe Sykes.

Support Staff Present: County - Mr. Eric Beck, Mr. Joe Cottrill & Mr. Doug Riddiough; City of Cincinnati - Mr. Dick Cline; City of North College Hill – Mr. John Knuf; Delhi Township - Mr. Bob Bass; and Green Township - Mr. Fred Schlimm; and OPWC - Cathy Coldiron.

Approval of Minutes...

Mayor Savage moved approval of the minutes from the 76th Integrating Committee Meeting December 10, 1999; seconded by Mr. Sykes, and passed unanimously.

Support Staff Items...

Joe Cottrill presented the following agenda items: (Handouts were provided)

Presentation of Program Year 2001 - Round 15 - Rating System

- ◊ The SCIP/LTIP Rating Program for Round 15 was presented. It was stated that nothing had been modified since the last mailing. This is the same rating system that was approved for Round 14 and the following minor changes were made:
 - Page 2 - Criterion 10 - Dates were modified for delinquent projects to reflect the correct dates for that Round.
 - Page 5 - Addendum to Rating System - Criterion 6 - Economic Growth - Under Definitions - (employer's) has been modified to read (employment).
- ◊ John Deatruck stated the following for the record: Criterion 4 (Jurisdiction's Priority Listing) and Criterion 11 (Regional Impact) the converted weights list desired. In his opinion, Criterion 11 is one of the most critical pieces. In reading the legislation, he feels the criterion should be a much more important rating factor than it is, since it is a State program and not about fixing local streets.

Mr. Brayshaw stated that the Committee has only had one year with the new rating system, and would like to give one more year of testing before any adjustments. He acknowledged agreement with Mr. Deatruck's statement, and felt the Integrating Committee is committed with at least two years of experience before making any changes.

Mr. Cottrill asked for a point of clarification, with regards to John Deatruck's statement about "not fixing local streets". Mr. Deatruck stated that he read the legislation as being "local streets with regional importance".

Mr. Seitz stated the Committee went through an exhaustive review of everything before implementing the new rating system. The Committee made a serious attempt to return what the Committee viewed as original legislation. All agreeing that "regional impact" is a very important factor, and in the rating system three times. Criterion (11) "regional impact" only carries ten points. If you look at the number of users, that gets to the importance of the project overall, which is another ten points. Economic growth again gets to "regional impact"

in a very major way, and is another ten points. Criterion (9) talks about "future level of service needs" and "serious traffic problems or hazards" for additional ten points. By the time that's all factored, there is significant weighting on factors going to "regional impact" and going to "major arterials". It's just not subdivision side streets, as the subdivision side streets are not likely to have any "regional impact". They are not going to have anything on "serious traffic problems or hazards". They are not going to have much to do with economic growth, because you won't put much on subdivision side streets, except for housing. So for those reasons, proper balance was obtained. He noted that we should periodically review the rating system, and also agreed with Mr. Brayshaw to give this new rating system more time and see how it works out.

Mr. Cline stated there is something in the LTIP law that requires a certain percentage of 5% of the LTIP allocation over a five-year period that has to go to Township projects. After further discussion, Mr. Cline suggested to use this as another factor in the rating system if necessary. Mr. Brayshaw stated this should be at least a review factor by this Board. The Support Staff should alert the Board when reaching the point when they haven't met the obligation. This should be done as a Board action, rather than necessarily having to put it into the rating system, as it only appears every five years. The year that we would need to move a project up, this should be explained as a legal obligation to meet that commitment, rather than change the procedure for every year. Mr. Bass stated that he has been following and that they are already caught up.

Mr. Deatruck stated that he is going to use most of the new rating system for the City of Cincinnati streets rating system. Cincinnati is currently in the process of reworking their system and feels that the Integrating Committee rating system is more sophisticated than their current rating system. Mr. Sykes shared that MSD is starting to rate their projects. Their Policy Committee has also implemented an appeal process.

A motion to approve Round 15 - Rating System and to forward to OPWC for their final approval was made Mr. Pete Heile; seconded by Mayor Dan Brooks and passed unanimously.

Presentation of Round 15 Schedule

Mr. Cottrill presented for Program Year 2001 Schedule for everyone to review. The following schedule was discussed:

- | | |
|-----------------------------------|---|
| ➤ Early Filing Deadline | By 4:00 p.m., Friday, September 15, 2000 |
| ➤ Application Deadline | By 3:00 p.m., Friday, September 22, 2000
(Applications filed later will not be accepted) |
| ➤ Project Review & Rating | September 25, 2000 thru October 20, 2000 |
| ➤ Preliminary Scores to Committee | October 23, 2000 |
| ➤ Jurisdiction Appeal Period | October 25, 2000 thru November 1, 2000 |
| ➤ Appeal Review & Rating | November 2, 2000 thru November 9, 2000 |
| ➤ Final Project Priority List | Integrating Committee Meeting-November 17, 2000 |
| ➤ Project Establishment Vote | Integrating Committee Meeting-December 8, 2000 |
| ➤ Project Filing with OPWC | ASAP after December 8, 2000 |

After further discussion of schedule timeframes, a motion to accept Program Year 2001 Schedule was made by Mayor Savage; seconded by Mr. Sykes and passed unanimously.

District Update

- ◇ Mr. Cottrill stated the District is in good shape for Round 14, but had a few problems with some of the Capital Improvement reports, which have been resolved. The money will be distributed to the Project Managers on the last business day of June 2000.
- ◇ The District 2 Integrating Committee Listing of Members for re-appointments was handed out for everyone to review. There has been acknowledgement from everyone except the City of Cincinnati. The deadline for re-appointments is May 31, 2000. It was requested that all information (i.e., names, resolutions, and alternates) should be given to Mr. Cottrill and he will then forward to OPWC. Everyone else has been re-appointed to the Committee. The only need for a meeting to be held in June is if someone from the City of Cincinnati would be leaving. Then a re-appointment would be necessary.

Mr. Cline asked the question with regards to an alternate being appointed he/she may not be removed until the three-year term has expired. Mr. Cottrill read the "Advisory" stating the appointment of alternates by each respective appointed authority is optional. However, once the appointing authority has exercised their option to appoint an alternate it may not be rescinded for the duration of the members or alternates term. Ms. Coldiron stated that her interpretation of the "Alternate Bill" was put into place for those multi-county districts that have to travel far distances and have difficulty getting everyone together. Your district has the option to appoint or not to appoint alternates; it is entirely up to the appointing authority.

Mr. Mendes asked if there was a rule against having the same alternate for more than one Board Member. Ms. Coldiron stated you shouldn't have one person as alternate for more than one committee member. Members should have their own alternate.

- ◇ After further discussion, it was brought to the Boards attention about a letter received from the Metropolitan Sewer District dated March 16th. Handouts were distributed. The letter stated that MSD had two projects that were terminated. After the projects were bid, one of the unsuccessful contractors sued MSD. This stopped the awarding and construction of said projects. The contractor was trying to claim that MSD had changed specifications, as they were not able to bid competitively. MSD requested time extensions from OPWC and submitted correspondence throughout the entire course of time. The time extensions ran out, the lawsuit was settled and the projects were awarded. MSD paid the money out of their budget and then asked OPWC for reimbursement. OPWC has received those bills and will pay them. MSD is requesting the penalty to be waived.

After further discussion, it was decided this was a non-issue item and informational only.

Small Governments Subcommittee Update....

- ◇ The Small Government projects will be decided in May 2000. Mr. Seitz and Mr. Cottrill will attend the meeting in Columbus. After the meeting a letter will be submitted to the committee with an update of projects that were approved. As soon as all information has been gathered it will be published on the Hamilton County Engineer's Office web site. Instead of mailing out packages this year, there will be two or three letters sent out to every jurisdiction telling them to obtain updates from the web site or e-mail. This should save time and resources.

- ◇ It was reported that last year District #2 received one project. Several projects were on the contingency list, and two of those were over a million dollars in total. Our district did very well in Small Governments; even though we had three projects that were high priced and received funding. We have received Small Government funds in every round and are very proud of our record, as this has helped to supplement our local program. Since the revision of their rating system last September, it has helped to get more projects funded.

Old Business... Was covered earlier with Support Staff Items.

New Business... Nothing to report.

Next Meeting Date & Time ... The next two Integrating Committee Meetings will be held at the Nathanael Greene Lodge, in Green Township. The dates are Friday, November 17, 2000 and Friday, December 8, 2000.

A motion to adjourn the meeting was made by Mayor Savage; seconded by Mr. Sykes and passed unanimously. The meeting adjourned at 8:45 a.m.

Respectfully submitted,



Cathy Listermann
Recording Secretary

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

April 18, 2000

Mr. Laurence Bicking, Director
Ohio Public Works Commission
65 E. State Street, Suite 312
Columbus, OH 43215

Attention: Cathy Coldiron, Program Representative

Dear Cathy:

We are pleased to present to you the District 2 Rating System for Program Year 2001 (Round 15). The Integrating Committee met on March 17, 2000 and unanimously voted in favor 9-0 of approving the proposed rating system. The Integrating Committee also voted 9-0 in favor of approving the proposed Round 15 Schedule. A copy of both is attached, as well as a copy of the minutes of the meeting.

We will forward to you as soon as possible a listing of the Integrating Committee members for the next three years when all appointing authorities have completed their choices.

Sincerely,



WILLIAM W. BRAYSHAW, CHAIRMAN
DISTRICT 2 INTEGRATING COMMITTEE

WWB/jdc
Attachments
C: file

**SCIP/LTIP PROGRAM
ROUND 15 - PROGRAM YEAR 2001
PROJECT SELECTION CRITERIA
JULY 1, 2001 TO JUNE 30, 2002**

NAME OF APPLICANT: _____

NAME OF PROJECT: _____

SCIP RATING

FIELD SCORE: _____

APPEAL SCORE: _____

FINAL SCORE: _____

LTIP RATING

FIELD SCORE: _____

APPEAL SCORE: _____

FINAL SCORE: _____

NOTE: *See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.*

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

SCIP _____ X 5 = _____

LTIP _____ X 1 = _____

- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

0 - No measurable impact

SCIP _____ X 1 = _____

LTIP _____ X 4 = _____

- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

0 - No measurable impact

SCIP _____ X 1 = _____

LTIP _____ X 0 = _____

- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

SCIP _____ X 3 = _____

LTIP _____ X 1 = _____

5) Will the completed project generate user fees or assessments?

10 - No

0 - Yes

SCIP _____ X 5 = _____

LTIP _____ X 0 = _____

6) Economic Growth - How the completed project will enhance economic growth (See definitions).

10 - The project will directly secure significant new employment

7 - The project will directly secure new employment

5 - The project will secure new employment

3 - The project will permit more development

0 - The project will not impact development

SCIP _____ X 0 = _____

LTIP _____ X 4 = _____

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

SCIP _____ X 5 = _____

LTIP _____ X 1 = _____

8) Matching Funds - OTHER

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

1 - 1% to 9.99%

0 - Less than 1%

SCIP _____ X 2 = _____

LTIP _____ X 5 = _____

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

SCIP _____ X 0 = _____

LTIP _____ X 10 = _____

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

SCIP _____ X 5 = _____

LTIP _____ X 5 = _____

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 12 & 13

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 12 & 13

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 12 & 13

- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)
- | | | | |
|--------------------------|-------------|---------|------------------|
| 10 - Major impact | <u>SCIP</u> | _____ X | <u>0</u> = _____ |
| 8 - | | | |
| 6 - Moderate impact | <u>LTIP</u> | _____ X | <u>1</u> = _____ |
| 4 - | | | |
| 2 - Minimal or no impact | | | |
- 12) What is the overall economic health of the jurisdiction?
- | | | | |
|-----------|-------------|---------|------------------|
| 10 Points | <u>SCIP</u> | _____ X | <u>2</u> = _____ |
| 8 Points | | | |
| 6 Points | <u>LTIP</u> | _____ X | <u>0</u> = _____ |
| 4 Points | | | |
| 2 Points | | | |
- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?
- | | | | |
|---|-------------|---------|------------------|
| 10 - Complete ban, facility closed | <u>SCIP</u> | _____ X | <u>2</u> = _____ |
| 8 - 80% reduction in legal load or 4 wheeled vehicles only | | | |
| 7 - Moratorium on future development, <i>not</i> functioning for current demand | | | |
| 6 - 60% reduction in legal load | | | |
| 5 - Moratorium on future development, functioning for current demand | | | |
| 4 - 40% reduction in legal load | | | |
| 2 - 20% reduction in legal load | <u>LTIP</u> | _____ X | <u>2</u> = _____ |
| 0 - Less than 20% reduction in legal load | | | |
- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?
- | | | | |
|----------------------|-------------|---------|------------------|
| 10 - 16,000 or more | <u>SCIP</u> | _____ X | <u>2</u> = _____ |
| 8 - 12,000 to 15,999 | | | |
| 6 - 8,000 to 11,999 | <u>LTIP</u> | _____ X | <u>5</u> = _____ |
| 4 - 4,000 to 7,999 | | | |
| 2 - 3,999 and under | | | |
- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)
- | | | | |
|------------------------------|-------------|---------|------------------|
| 5 - Two or more of the above | <u>SCIP</u> | _____ X | <u>5</u> = _____ |
| 3 - One of the above | | | |
| 0 - None of the above | <u>LTIP</u> | _____ X | <u>5</u> = _____ |

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

PY 2001 SCHEDULE

PACKAGE TO BE RELEASED – MAY 2000

EARLY FILING DEADLINE APPLICATION DEADLINE

By 4:00 p.m., Friday, September 15, 2000
By 3:00 p.m., Friday, September 22, 2000
(Applications filed later will not be accepted)

PROJECT REVIEW & RATING PRELIMINARY SCORES TO COMMITTEE JURISDICTION APPEAL PERIOD APPEAL REVIEW & RATING FINAL PROJECT PRIORITY LIST PROJECT ESTABLISHMENT VOTE PROJECT FILING WITH OPWC

September 25, 2000 thru October 20, 2000
October 23, 2000
October 25, 2000 thru November 1, 2000
November 2, 2000 thru November 9, 2000
Integrating Committee Meeting, Nov. 17, 2000
Integrating Committee Meeting, Dec. 3, 2000
ASAP after December 8, 2000

DISTRICT 2 RATING AND RANKING

METHODOLOGY

The District 2 Integrating Committee would like to explain our rating and ranking methodologies as requested by the Director of the Ohio Public Works Commission. Enclosed with this letter is the rating form used by the Support Staff to come up with an actual numerical value for each individual project submitted for funding with SCIP/LTIP dollars.

Each project submitted is considered for funding on an equal basis. In accordance with our rating system, all projects are rated as a SCIP project and an LTIP project. They are sorted by point value (in descending order). In case of a tie, the worst condition score is given priority, followed by the greatest number of users as a second tie-breaker. If a project involves more than 50% expansion of the infrastructure, it is considered only for LTIP funding, unless the subdivision is paying for 100% of the expansion plus 10% of the entire construction cost as local share. That project may then be put into the SCIP category if necessary. Each list of projects then has a "cut line" drawn where the amount of funding available runs out. Projects above the cut line are recommended for funding to the Ohio Public Works Commission. Once a cut line has been established, the Support Staff then recommends that the entire slate of projects in both SCIP and LTIP that remain be declared as "contingency projects". In effect, this allows OPWC to automatically fund the remaining projects with residual funds in the order voted by the Integrating Committee. Therefore, all projects submitted are either funded or a contingency project. District 2 files at least ten applications below the cut line with the funded applications so that the Program Representative will have the application in hand and thus expedite the procedure much more quickly.

The small government jurisdictions that submitted projects and did not rate above the cut line in either SCIP or LTIP are then rated by the Support Staff on the Small Government Commission rating criteria. The ten highest rated projects are then put into the Small Government category.

The loan program portion of SCIP is based on applications that involve a project that is **both** eligible and "revenue generating". The applicants apply for the loan on the application. District 2 has not experienced any problems in getting subdivisions to apply for loans. If the occasion happened where not enough loan applications to cover at least the minimum required amount of SCIP funds were received, the Integrating Committee would then solicit subdivisions for volunteers to take loans. If that did not prove to be successful, the Integrating Committee would then appoint projects to be loans based on recommendations from the Support Staff. If the subdivision appointed to be a loan did not agree, then that application would become void and another project would move up

from the cut line and the process would continue until the Loan requirement had been met. To date, there has been no problem with the loan program as the problem described above. For Program Year 2000 (Round 14), the District had to ask for volunteers for loans for the first time. There were eager takers of the loan offerings, and the district more than met the minimum percentage requirement of loans.

No affordability study is done by the Integrating Committee as no problems attracting loan candidates has arisen. Interest rates recommendations are based on the subdivisions economic health, which is one of the rating criteria. If a subdivision does not agree with the interest rate recommended, they may appeal the decision directly to the Integrating Committee.

The Credit Enhancement/Loan Assistance portion of SCIP has experienced problems in the past in getting applications. For Program Year 2000, there was only one application for these funds and it was not rated due to being incomplete. These applications are rated and ranked the same as any other application as discussed earlier.

In addition to the OPWC application, subdivisions must complete "District 2's Additional Support Information". A copy is enclosed with this letter. This additional information allows the Support Staff to determine whether or not the project is ready to go to bid at the earliest possible date. It gives more detailed information concerning the infrastructure of the individual subdivision also. A priority listing of the jurisdictions projects are given on this form, and points are awarded for the top five projects.

**77th District 2 Integrating Committee Meeting
Nathanael Greene Lodge
6394 Wesselman Road
Cincinnati, Ohio 45248
March 17, 2000 - 8:00 a.m.**

AGENDA

- 1.) Approval of 76th meeting minutes.
- 2.) Support Staff Items:
 - (A) Presentation of Program Year 2001 – Round 15 – Rating System – Vote required to approve and forward to OPWC for final approval.
 - (B) Presentation of Round 15 Schedule – Vote required for approval.
 - (C) District update.
- 3.) Small Governments Subcommittee Update:

Small Government projects will be decided in May 2000. The District Liaison will attend the meeting in Columbus.
- 4.) Old Business:

Committee members' terms end May 31, 2000. Reappointments and/or new appointments need to be made as soon as possible (as well as any alternates) and the resolutions sent to the District Liaison. The new terms will be for a period of three years, expiring May 31, 2003. Note: If an alternate is appointed, he/she may not be removed until the three-year term has expired.
- 5.) New Business:
- 6.) Next meeting date is to be determined. A meeting in June may be advisable if there are any new members appointed. If all current members are reappointed, a meeting may not be necessary until November, except for an emergency.
- 7.) Adjourn.

77th District #2 Integrating Committee Meeting
Green Township
Nathanael Greene Lodge
6394 Wesselman Road
Cincinnati, OH 45248

March 17, 2000

BOARD ATTENDANCE LIST

<u>NAME</u>	<u>AFFILIATION</u>	<u>PHONE</u>
Bill Brayshaw	Ham County	
Richard Morales	Cincinnati	312-2457
John Dealrich	"	352-6232
Joe Sykes	H.C.T.A.	941 3393
Bill Senty	HCTA	357-9332
DAN PROOKS	HCML	521-7413
Pete Heile	City of Cin.	352-3337
Orin Overstreet	Ham County	771-0900
DAVE SAVAGE	HCML	621-7600

77th District #2 Integrating Committee Meeting
Green Township
Nathanael Greene Lodge
6394 Wesselman Road
Cincinnati, OH 45248

March 17, 2000

VISITOR LIST

<u>NAME</u>	<u>AFFILIATION</u>	<u>PHONE</u>
<u>Joe Attall</u>	<u>Ham Co.</u>	<u>946-8906</u>
<u>John C. Kf</u>	<u>NCH</u>	<u>521-7413</u>
<u>Doug. Raddaugh</u>	<u>Ham Co. EMC</u>	<u>946-4277</u>
<u>ERIC BECK</u>	<u>Ham. Co.</u>	<u>761-9130</u>
<u>DICK CLINE</u>	<u>CITY OF CINTI</u>	<u>352-6235</u>
<u>FRED SCHLIMM</u>	<u>GREEN TWP.</u>	<u>574-8832</u>
<u>Cathy Coldiron</u>	<u>OPWC</u>	<u>614-752-8114</u>
<u>Robert W Bass</u>	<u>Delhi</u>	<u>922-8609</u>
<u>Cathy Listermann</u>	<u>HCE</u>	<u>946-8902</u>
<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

February 29, 2000

TO ALL INTEGRATING COMMITTEE MEMBERS:

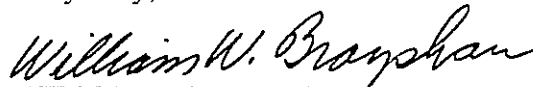
Please review and prepare for discussion at the next District #2 Integrating Committee. Enclosed you will find the following items:

- 77th Agenda - March 17, 2000
- Minutes - December 10, 1999
- Program Year 2001
- Round 15 Rating System
- Round 15 Schedule
- Revised Phone Listing

The next meeting will be held on Friday, March 17, 2000 at 8:00 a.m. and will be located at the Nathanael Greene Lodge - 6394 Wesselman Road - Cincinnati, OH 45248.

If you have any questions concerning the rating system or schedule, please call Joe Cottrill at 946-8906, Dick Cline at 352-6235 or Bob Bass at 922-8609. Your prompt attention concerning this matter is greatly appreciated.

Very truly,



WILLIAM W. BRAYSHAW, P.E.-P.S.
DISTRICT 2 INTEGRATING COMMITTEE

WWB/cgl
Enclosures

cc: Support Staff

PY 2001 SCHEDULE

PACKAGE TO BE RELEASED – MAY 2000

EARLY FILING DEADLINE APPLICATION DEADLINE

By 4:00 p.m., Friday, September 15, 2000
By 3:00 p.m., Friday, September 22, 2000
(Applications filed later will not be accepted)

PROJECT REVIEW & RATING PRELIMINARY SCORES TO COMMITTEE JURISDICTION APPEAL PERIOD APPEAL REVIEW & RATING FINAL PROJECT PRIORITY LIST PROJECT ESTABLISHMENT VOTE PROJECT FILING WITH OPWC

September 25, 2000 thru October 20, 2000
October 23, 2000
October 25, 2000 thru November 1, 2000
November 2, 2000 thru November 9, 2000
Integrating Committee Meeting, Nov. 17, 2000
Integrating Committee Meeting, Dec. 3, 2000
ASAP after December 8, 2000

**SCIP/LTIP PROGRAM
ROUND 15 - PROGRAM YEAR 2001
PROJECT SELECTION CRITERIA
JULY 1, 2001 TO JUNE 30, 2002**

NAME OF APPLICANT: _____

NAME OF PROJECT: _____

SCIP RATING

FIELD SCORE: _____

APPEAL SCORE: _____

FINAL SCORE: _____

LTIP RATING

FIELD SCORE: _____

APPEAL SCORE: _____

FINAL SCORE: _____

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed	<u>SCIP</u> _____ X <u>5</u> = _____
23 - Critical	
20 - Very Poor	<u>LTIP</u> _____ X <u>1</u> = _____
17 - Poor	
15 - Moderately Poor	
10 - Moderately Fair	
5 - Fair Condition	
0 - Good or Better	

- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance	<u>SCIP</u> _____ X <u>1</u> = _____
20 - Considerably significant importance	
15 - Moderate importance	<u>LTIP</u> _____ X <u>4</u> = _____
10 - Minimal importance	
0 - No measurable impact	

- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance	<u>SCIP</u> _____ X <u>1</u> = _____
20 - Considerably significant importance	
15 - Moderate importance	<u>LTIP</u> _____ X <u>0</u> = _____
10 - Minimal importance	
0 - No measurable impact	

- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project	<u>SCIP</u> _____ X <u>3</u> = _____
20 - Second priority project	
15 - Third priority project	<u>LTIP</u> _____ X <u>1</u> = _____
10 - Fourth priority project	
5 - Fifth priority project or lower	

- 5) Will the completed project generate user fees or assessments?
- | | | | |
|---------|-------------|---------|------------------|
| 10 - No | <u>SCIP</u> | _____ X | <u>5</u> = _____ |
| 0 - Yes | <u>LTIP</u> | _____ X | <u>0</u> = _____ |
- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).
- | | | | |
|--|-------------|---------|------------------|
| 10 - The project will <u>directly</u> secure <u>significant</u> new employment | <u>SCIP</u> | _____ X | <u>0</u> = _____ |
| 7 - The project will <u>directly</u> secure new employment | | | |
| 5 - The project will secure new employment | <u>LTIP</u> | _____ X | <u>4</u> = _____ |
| 3 - The project will permit more development | | | |
| 0 - The project will not impact development | | | |
- 7) Matching Funds - LOCAL
- | | | | |
|---|-------------|---------|------------------|
| 10 - This project is a loan or credit enhancement | <u>SCIP</u> | _____ X | <u>5</u> = _____ |
| 10 - 50% or higher | | | |
| 8 - 40% to 49.99% | <u>LTIP</u> | _____ X | <u>1</u> = _____ |
| 6 - 30% to 39.99% | | | |
| 4 - 20% to 29.99% | | | |
| 2 - 10% to 19.99% | | | |
| 0 - Less than 10% | | | |
- 8) Matching Funds - OTHER
- | | | | |
|--------------------|-------------|---------|------------------|
| 10 - 50% or higher | <u>SCIP</u> | _____ X | <u>2</u> = _____ |
| 8 - 40% to 49.99% | | | |
| 6 - 30% to 39.99% | <u>LTIP</u> | _____ X | <u>5</u> = _____ |
| 4 - 20% to 29.99% | | | |
| 2 - 10% to 19.99% | | | |
| 1 - 1% to 9.99% | | | |
| 0 - Less than 1% | | | |
- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)
- | | | | |
|---|-------------|---------|-------------------|
| 10 - Project design is for future demand. | <u>SCIP</u> | _____ X | <u>0</u> = _____ |
| 8 - Project design is for partial future demand. | | | |
| 6 - Project design is for current demand. | <u>LTIP</u> | _____ X | <u>10</u> = _____ |
| 4 - Project design is for minimal increase in capacity. | | | |
| 2 - Project design is for no increase in capacity. | | | |
- 10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)
- | | | | |
|--|-------------|---------|------------------|
| | <u>SCIP</u> | _____ X | <u>5</u> = _____ |
| | <u>LTIP</u> | _____ X | <u>5</u> = _____ |
- 5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 12 & 13
- 3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 12 & 13
- 0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 12 & 13

- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)
- | | | | |
|--------------------------|-------------|---------|------------------|
| 10 - Major impact | <u>SCIP</u> | _____ X | <u>0</u> = _____ |
| 8 - | | | |
| 6 - Moderate impact | <u>LTIP</u> | _____ X | <u>1</u> = _____ |
| 4 - | | | |
| 2 - Minimal or no impact | | | |
- 12) What is the overall economic health of the jurisdiction?
- | | | | |
|-----------|-------------|---------|------------------|
| 10 Points | <u>SCIP</u> | _____ X | <u>2</u> = _____ |
| 8 Points | | | |
| 6 Points | <u>LTIP</u> | _____ X | <u>0</u> = _____ |
| 4 Points | | | |
| 2 Points | | | |
- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?
- | | | | |
|---|-------------|---------|------------------|
| 10 - Complete ban, facility closed | <u>SCIP</u> | _____ X | <u>2</u> = _____ |
| 8 - 80% reduction in legal load or 4 wheeled vehicles only | | | |
| 7 - Moratorium on future development, <i>not</i> functioning for current demand | | | |
| 6 - 60% reduction in legal load | | | |
| 5 - Moratorium on future development, functioning for current demand | | | |
| 4 - 40% reduction in legal load | | | |
| 2 - 20% reduction in legal load | <u>LTIP</u> | _____ X | <u>2</u> = _____ |
| 0 - Less than 20% reduction in legal load | | | |
- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?
- | | | | |
|----------------------|-------------|---------|------------------|
| 10 - 16,000 or more | <u>SCIP</u> | _____ X | <u>2</u> = _____ |
| 8 - 12,000 to 15,999 | | | |
| 6 - 8,000 to 11,999 | <u>LTIP</u> | _____ X | <u>5</u> = _____ |
| 4 - 4,000 to 7,999 | | | |
| 2 - 3,999 and under | | | |
- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)
- | | | | |
|------------------------------|-------------|---------|------------------|
| 5 - Two or more of the above | <u>SCIP</u> | _____ X | <u>5</u> = _____ |
| 3 - One of the above | | | |
| 0 - None of the above | <u>LTIP</u> | _____ X | <u>5</u> = _____ |

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.